April 24, 2008

Annette Davis
FAA Southwest Regional Office
System Support AJ02-C2
2601 Meacham Blvd.
Ft Worth, TX 76137

Dear Ms. Davis,

The ORD Class B Users Group has concluded their meetings and requests that the FAA considers their options for changing the airspace to accommodate the ORD traffic landing on the East and West runways that have been vectored outside the ORD Class B.

The Users Group had a total of three meetings including the original presentation provided by the FAA. Our group consisted of Private, Corporate and Airline users as well as representation from airports and various user groups around the Chicago area. We have come to full consensus on our solution and feel that we can live with these changes without causing undo hardship to our normal operations.

Overview

The Users Group recognizes the need for the changes due to runway 9/10 and 27/28 excursions outside the Class B airspace. We disagreed with the original "straw man" concept of the changes to the airspace. The main reason for the disagreement was the amount of airspace taken that was not required to resolve the issue. We have come to consensus on the following solution.

This letter is divided into sections describing each area of the Class B that will be changed. We have also included a graphical representation to help to understand the changes (see attached graphic). We also request that the Class B airspace is based on the ORD VOR DME with the use of radials where appropriate.

We as a group feel strongly about our recommendation in that it only takes up extra airspace that is needed and ask that you implement it as is.

Area I – West Class B Extension

The area bordered on the East by the 25NM ORD DME ring and the West by the 30NM ORD DME ring and on the North by the railroad tracks and the south by the Class D airspace of the KARR airport. The base altitude of this sector will be 5000' and the top at 10,000'.

Originally the FAA requested a base altitude of 4000' so they can do triple approaches at 4, 5, and 6 thousand feet. With the glide slope intercept altitude for the east runways at approximately 9800' at the 30NM ring we feel that 5, 6 and 7 thousand

feet for arrivals are appropriate. The airline representatives that attended our meetings agreed with this assumption. If there becomes a need for an aircraft to be a 4000' for the approach, this aircraft can be kept inside the 25NM ring.

The area between 15 and 25NM ORD DME (**Area F**) already bordered on the North and South by the original Class B will have a base of 4000' and a top of 10,000'.

Area E – East Class B Extension

The area bordered on the East by the 30NM ORD DME ring and the West by the 25NM ORD DME ring and on the North by 070^{o} ORD Radial and the south by the 110^{o} ORD Radial. The base altitude of this sector will be 5000' and the top at 10,000'.

Originally the FAA requested a base altitude of 4000' so they can do triple approaches at 4, 5, and 6 thousand feet. With the glide slope intercept altitude for the west runways at approximately 9800' at the 30NM ring, again, we feel that 5, 6 and 7 thousand feet for arrivals are appropriate. The airline representatives that attended our meetings agreed with this assumption. If there becomes a need for an aircraft to be a 4000' for the approach, this aircraft can be kept inside the 25NM ring.

There was originally no mention of a need to protect the airspace outside 25NM for Runway 22L arrivals. In fact the question was brought up about this requirement and we were told that there was no need and there was never any data produced to show that there was, in fact, a need. In addition, since Runway 22L is a single runway used for arrivals, and the predominate use of the airport will be the 27's and 28's; we feel there is no need to have additional airspace to protect the area outside the 25NM ring.

Area G – 2500' Area West of KPWK

Existing area extend from the 6NM ORD DME ring to the 5NM ORD DME ring to accommodate the ILS 16 circle to runway 34 at KPWK without entering the ORD Class B Airspace.

Area H – 2500' Area East of KPWK

The area bordered on the East by the 10NM ORD DME ring and the West by the railroad tracks that intersect the 10NM ORD DME ring and the south by Palatine/Willow Rd. The base altitude of this sector will be 2500' and the top at 10,000'. This area is the northern most section of the original airspace that was used for the Glenview Naval Air Station.

Conclusion

In addition to the changes in the Class B airspace we also request the following:

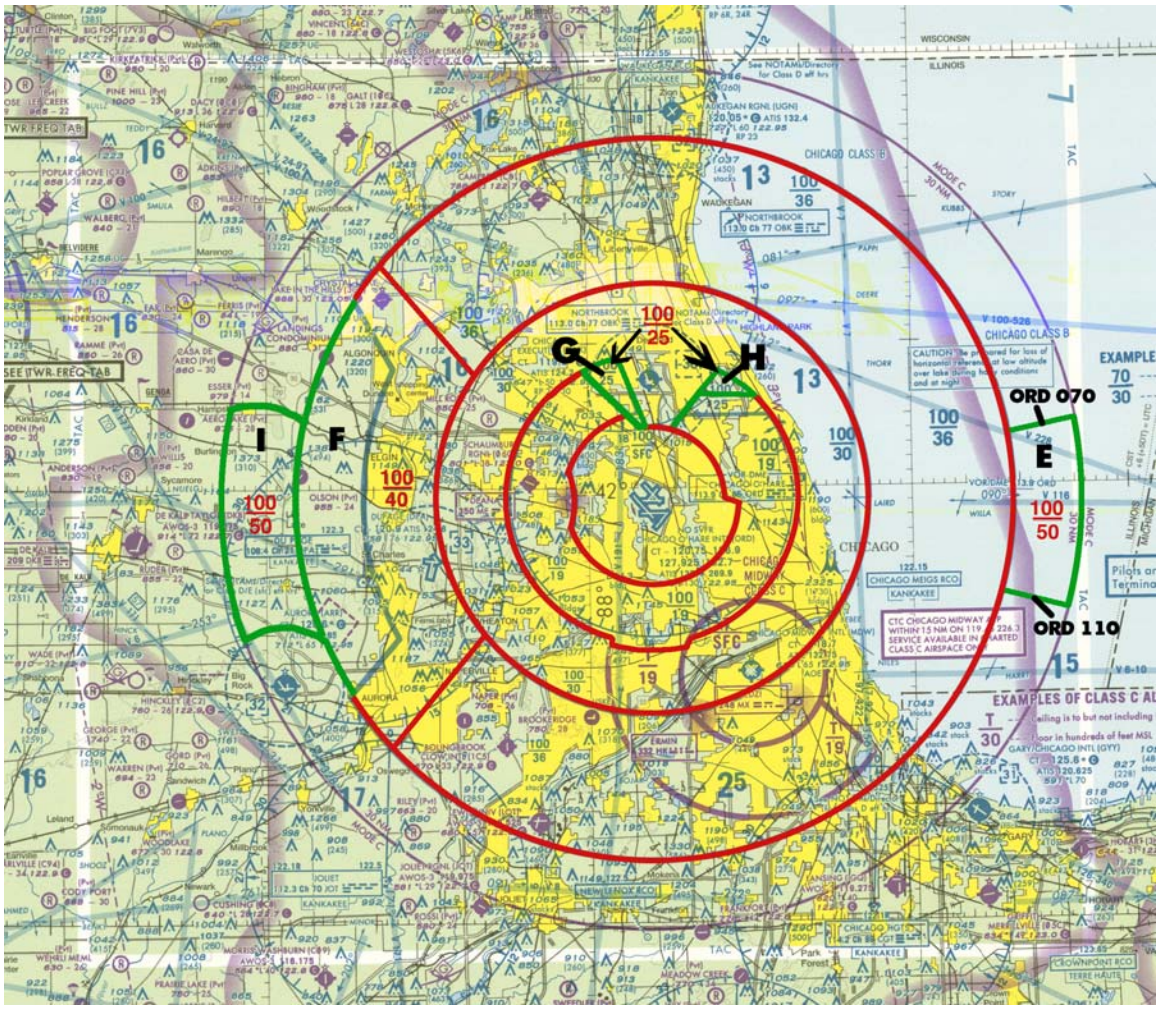
- We had some discussion about having a discreet transponder code for glider operations. This idea was accepted well in the committee and we feel that it would enhance safety in that controllers would always know where the glider traffic is located since gliders can climb and descent rapidly with no apparent horizontal movement.

- When the East-West runways are completed at ORD and the 14/32 Runways are decommissioned we request that the Ad Hoc committee be reestablished to completely redesign the Class B airspace to accommodate the new traffic flow and release all airspace that will not be necessary for safe operations at ORD.

Sincerely,

Mark Zakula
User Group Chairman
Aviation Department Manager, Klein Tools
ATC Committee Chairman, Chicago Area Business Aviation Association

Adam Rod (CHI-DOA), Bob Siegfried (Brookeridge Airpark),
June Johnson (Schaumburg Airport), Andrew Meyer (Sky Soaring LLC),
Sigmund Chrzanowski (Casa De Aero Airport), Steven Landry (Gary-Chicago Airport),
David Bird (DuPage Airport), Mark Doles (DuPage Airport),
Dan Barna (DuPage Airport), Michael Truskoski (OMP), Kristina Woodward (OMP),
Joe DePaulo (Bolingbrook Airport), Jamie Abbott (Chicago Executive Airport),
Jim Short (Soaring Society of America), Herb Kilian (Chicagoland Glider Council),
Roger Finnell (Crawford, Murphy and Tilly), Bill Crawford (Allied Pilots Association),
Michael Hanlon (OMP-Airlines), Pete Lehmann (AOPA), Chris Lawson (Lewis University), Michael Vonic (Casa De Aero Airport), Ron Hudson (Hanson), Skip Barchfield (Schaumburg Airport), Ambra Knox (Crawford, Murphy and Tilly),
Brad Hamilton (Crawford, Murphy and Tilly), Rick Schoder (Gary Chicago Airport),
Jay Rud (American Airlines), Mike Maas (Airline Pilots Association), Tim Matuszewski (United Airlines), Rob Cataldo (United Airlines), Terry Schaddel (Ill DOT), Gary Wilson (CHI-ADO), Steven Snyder (Sky Soaring), John DeRosa (Chicagoland Glider Council), Goeff Weck (Soaring Society of America), Eldon Hammond (Soaring Safety Foundation), Bob Rieser (Aurora Airport), Margaret Johnson (Ricondo and Associates), Jim Stanczak (Waukegan Airport), Duncan Henderson (Waukegan Port Authority), Tom Cleveland (DeKalb Airport), Mike Hanlon (Jacobsen Daniels Assoc.)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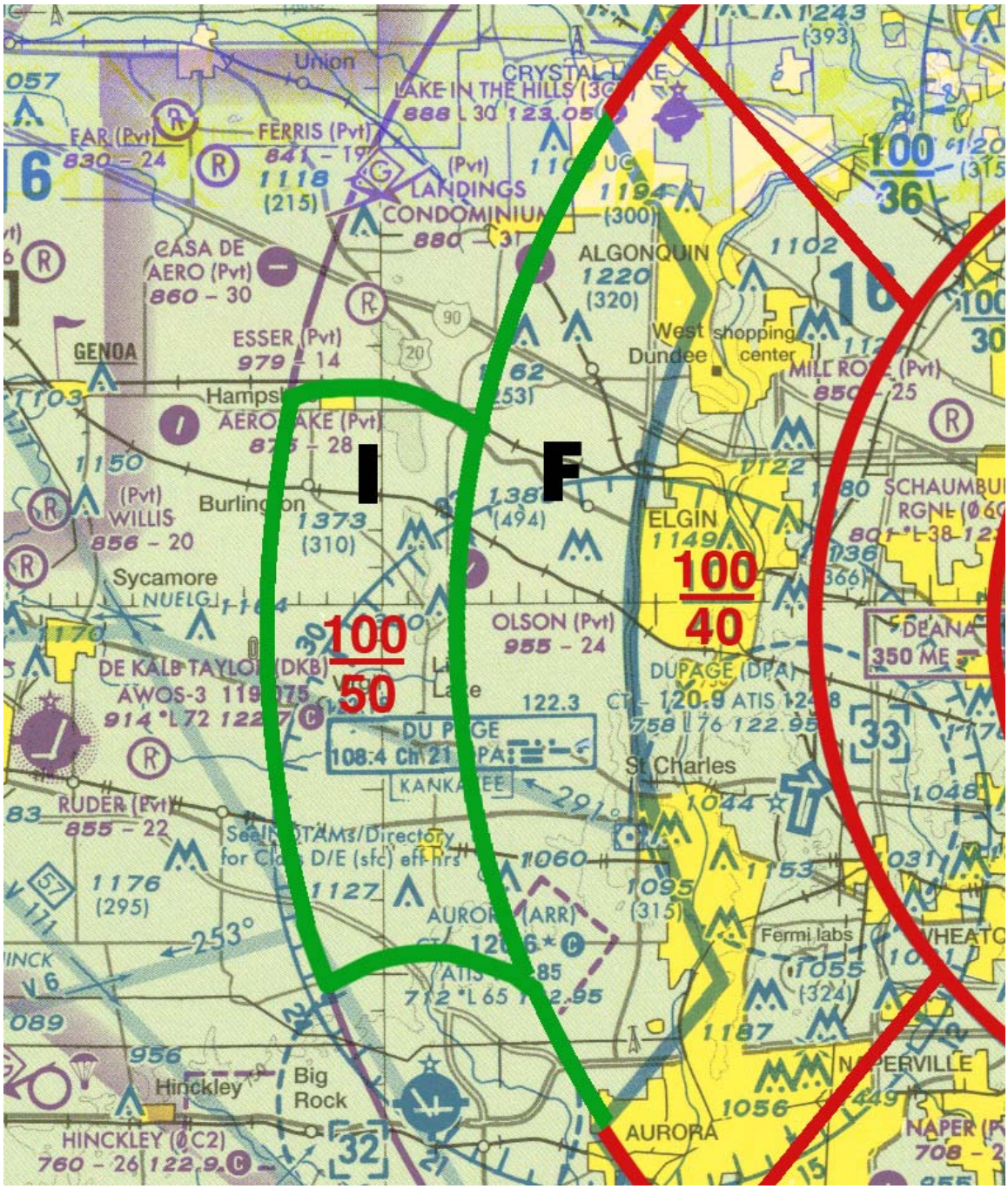
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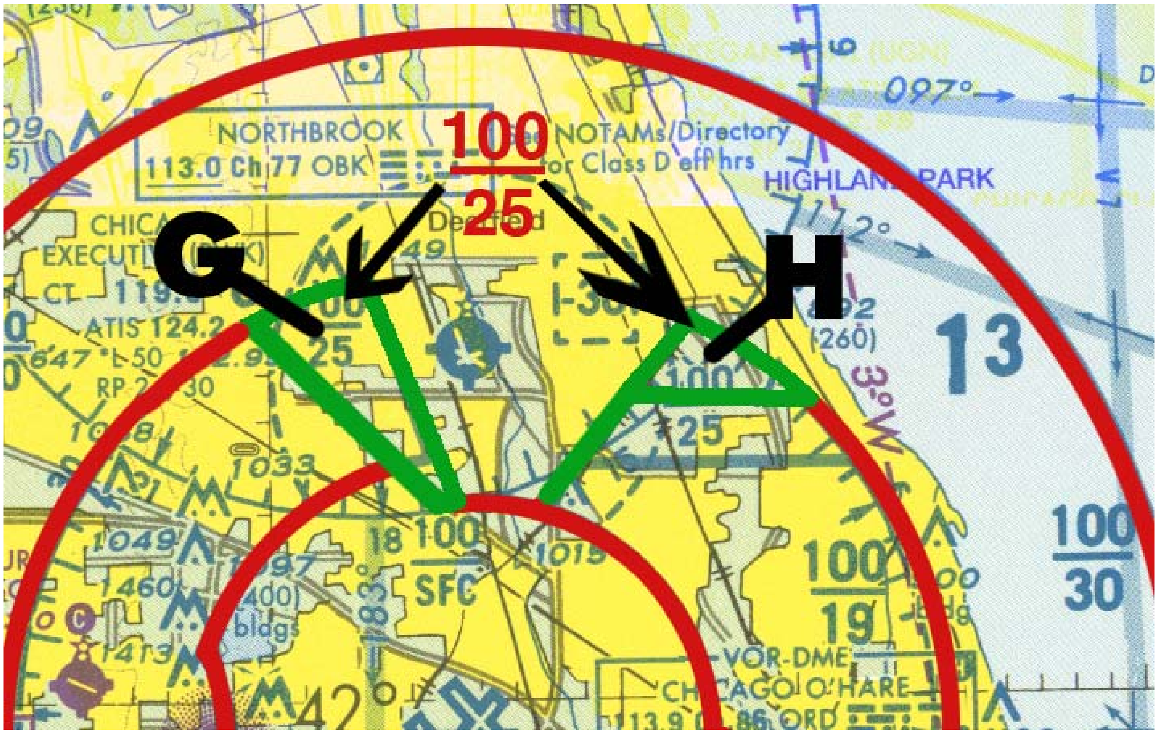
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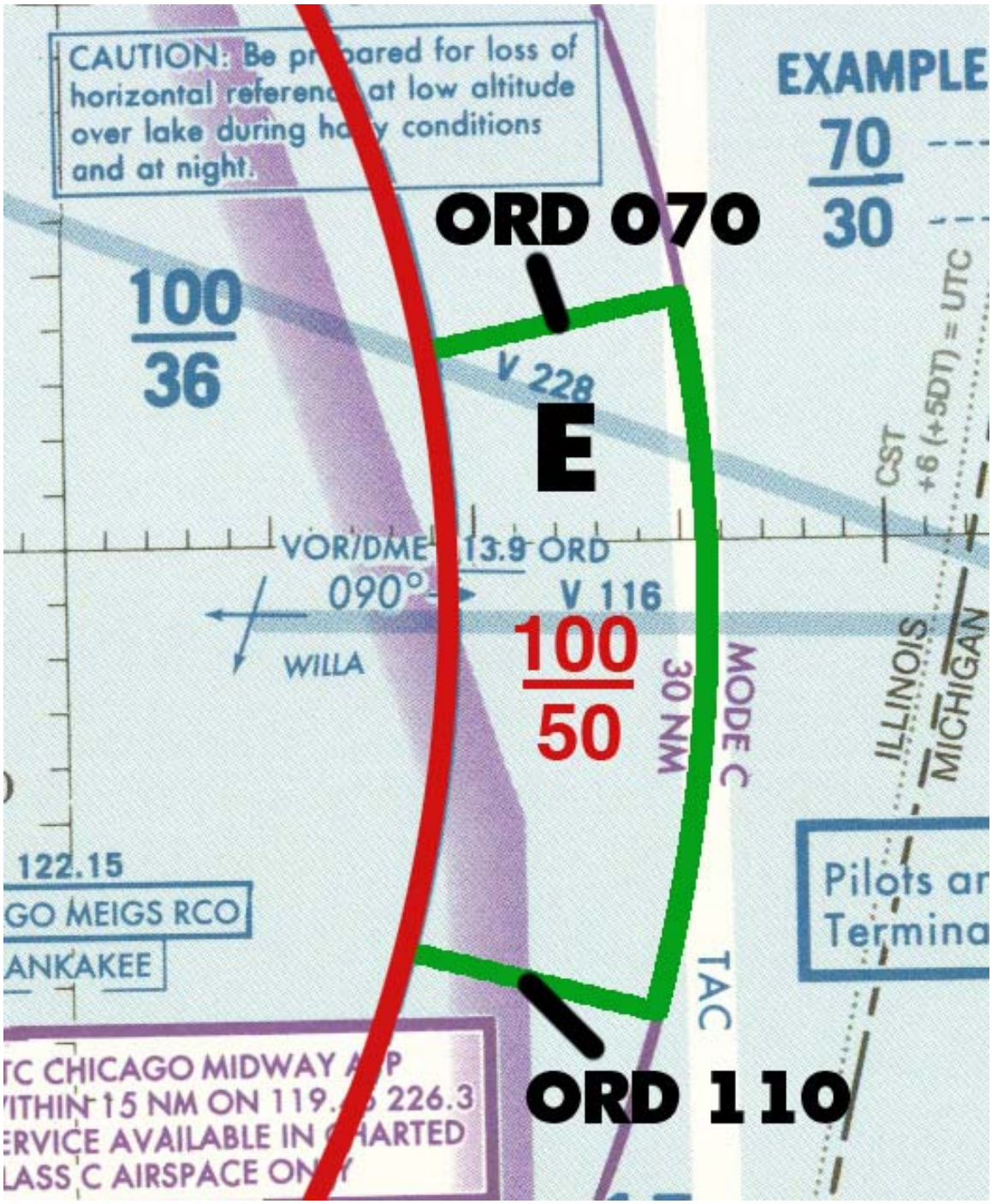
CAUTION: Be pr ared for loss of horizontal referen at low altitude over lake during ha y conditions and at night.
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